

The Sydney Morning Herald.

No. 21,146. Registered at the General Post Office, Sydney, for transmission by post as a newspaper.

For Notices of Births, Marriages, Deaths, &c. See Page 6.

SUMMARY.

The bold and repressive measures of M. White have compelled the chiefs of the Australian labour unions to delay a general strike.

Meanwhile the Labour unions will prepare for an armed rising.

A number of peasants in Lithuania attacked a detachment of troops and seized their arms.

To secure the highest quality in a small number of pieces, the BUYER'S interest is studied in every line offered, and perfect satisfaction assured in every purchase made, be it small or large.

AT FARMERS'.

FARMER AND COMPANY, LTD.

FOR CHRISTMAS

AND

THE NEW YEAR.

FOR SEASONABLE PRESENTATION, as well as for personal requirements, the undermentioned lines are available.

TO SECURE THE HIGHEST QUALITY in a small number of pieces, the BUYER'S interest is studied in every line offered, and perfect satisfaction assured in every purchase made, be it small or large.

For the next attack the protectors of the peasant estates, and then capturing a train loaded with their booty.

Refugees from Harbin report that horrible massacres have taken place there.

Cavalry slaughtered 300 persons, mostly guerrillas, and many of the cavalry were subsequently killed.

Cavia promises to station 100,000 troops in the Shinkang, Kirin, and Amur provinces of Manchuria.

The Suez Canal rates are to be reduced by 10 per cent. on tonnage, thereby saving the P. and O. and Orient Companies £30,000 a year.

The Queen's Fund for the unemployed amounts to £120,000.

The Tariff Reform League's Commission has submitted a summary of the evidence taken in reference to the woollen industry.

Witnesses were unanimous in stating that the industry was deteriorating and had lost ground in foreign markets.

They also showed that the number of hands was decreasing, and that the value of mill produce was depreciating.

The "Reichsbahn" of Berlin, urges Germany to give Great Britain exceptionally favourable treatment to defeat the tariff reformers.

The Admiralty has expressed disapproval of the court-martial's acquittal of the commander of the repairship Assistance, which grounded at Tettau Bay.

A number of officers are severely blamed for the accident, and others are punished.

The rearing of apprentices in the new Naval Ministry have been made. Mr. Winston Churchill will be Under-Secretary for the Colonies.

In the House of Representatives yesterday the Minister of Customs said a further extension of the Sugar Bill, and approved of his passage this session.

One object was to deal with "dumping," and contained new provisions. The second part related wholly to trusts and monopolies.

The Sugar Bill was also further delayed on the motion for the second reading, which was deferred 40 votes to 6.

The Senate dealt with the Immigration Restriction Act Amendment Bill in committee.

The jury disagreed in the case connected with the disappearance of £100,000 of the Bendigo branch of the Bank of Australasia.

The High Court gave judgment in the Agricultural Bank's case, and the court of appeal, in a unanimous decision, reversed the decisions of the State Courts.

At Wagholi Police Court Robert J. Clemons was fined £5 for robbing a live rabbit on Glengie station.

It was stated that defendant made it a practice to rob rabbits whose skins were marketable, but liberated the imperfectly developed rabbits.

The Registrar in Bankruptcy refused a certificate in the matter of W. M. Montagu Arnold, and gave his comments upon his bankruptcy methods.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he preferred ironore coal to any other obtained in the Western district.

A long written statement containing the views of pastoralists upon land legislation was handed to the Lands Commission yesterday.

The pastoralists defended the improvement leases, and exchanges, and disputed statements made by the Farmers and Settlers' Association.

Four of the States have agreed to transfer the Commonwealth the offices who audited the Commonwealth accounts in the States.

New South Wales and Queensland object to the transference on the ground that it would make the audited accounts difficult.

The commissioning inquiry into railway administration took the evidence of L. Allinson, an engine-driver, on the Mudgee line.

He said that as a result of his experience he

GOVERNMENT RAILWAYS.

CHEAP EXCURSIONS TO THE HAWKESBURY RIVER.

In conjunction with the steamer General Gordon.

TO-MORROW (FRIDAY) AND SATURDAY NEXT.

7½ Miles by Rail, 30 by Steamer.

Train will leave Sydney at 9.30 a.m., and Milson's Point at 8.30 a.m.

The River Trip will occupy 5 hours.

RETURN FARES from Sydney and Suburban Stations, including steamer Trip—First-Class, 36d.

Second class, as 8d.

Reservations to be obtained on board the steamer at reasonable rates.

By order of the Commissioners.

(11-127) H. MCLACHLAN, Secretary.

New South Wales Government Railways.

Railway Commissioner's Office.

Sydney, December 13, 1905.

TENDERS for the undetermined WORKS, etc.

TO BE RECEIVED at the Office of the

SHIPPING APPLIANCES at BULLOOGH ISLAND

Particulars, District Superintendent's Office, Newcast.

MONDAY, JANUARY 25, 1906.

The Manufacturer, Importer, and at the Ultimo Power House, of a 2000 KILOWATT MOTOR GENERATOR SET. Particulars, Electrical Engineer's Office, 51 Phillip-street, Sydney.

MONDAY, 19TH FEBRUARY, 1906.

THE MANUFACTURER, IMPORTER, and EXPORTER of INCANDESCENT ELECTRIC LAMPS, required during the year ending 31st June, 1907. Further particulars, Railway Stores, Eveleigh.

The Commissioners do not bind themselves to accept the tenders or any tenders.

By order of the Commissioners.

(11-127) H. MCLACHLAN, Secretary.

AMUSEMENTS.

CRITERION THEATRE.

Lessons..... Mr. Frank Morgan.

MISS NELLIE STEWARTS

MISS NELLIE STEWARTS

MISS NELLIE STEWARTS

FAREWELL TO AUSTRALIA.

FAREWELL TO AUSTRALIA.

FAREWELL TO AUSTRALIA.

Mr. GEO. MUSGROVE

is pleased to announce that he has been enabled to present for the first time in a series of farewell performances in Sydney (her natal city) according to her departure for America per S.S. Sierra on December 16, to fulfil her engagements in the United States.

The farewell performances will be inaugurated by a SPECIAL MATINEE.

SWEET NELL OF OLD DRURY

ON SATURDAY NEXT, DECEMBER 16.

PROGRAMME OF PERFORMANCES:

THURSDAY MATINEE, DEC. 16.

“SWEET NELL

OF OLD DRURY”

MONDAY EVENING, DEC. 18.

“SWEET NELL OF OLD

DRURY.”

Then follows the first production in Australia of the thrilling Drama, “THE BIRDS OF THE CARRIAGE,” adapted from the celebrated novel of the same name by Miriam Michelson.

THURSDAY EVENING, DEC. 21.

“IN THE BIRDS OF THE CARRIAGE.”

SATURDAY MATINEE, DEC. 23.

“IN THE BIRDS OF THE CARRIAGE.”

“SWEET NELL OF OLD DRURY.”

IN ORDER that those wishing to be present at Miss Stewart's Farewell Performance may not be disappointed in securing the place of reserved seats FOR EVERY PERFORMANCE is now open for selection at Elvy's.

PRICES OF ADMISSION: Dress Circle and Reserved Seats, 20s. Amphitheatre, 12s.

UNDER THE PATRONAGE OF

M.R.E. THE LIEUT.-GOVERNOR and LADY DARLEY.

THE CHIEF JUSTICE, THE PRESIDENT, MRS. CARRINGTON, and MRS. CARRINGTON, the STATE COMMANDANT, etc.

PALACE THEATRE,

THIS EVENING, AT 8.

In aid of the Special Christmas Fund of the BENEVOLENT SOCIETY OF N.S.W.

MISS NELLIE STEWART

has generously promised assistance, with Members of Mr. GEORGE MUSGROVE'S COMPANY.

Miss NELLIE STEWART'S COMEDIETTA, will play the “TOP OF THE THUMBS.”

The “SYDNEY MUFFIN” will present the favourite “CAKES.”

TICKETS: Dress Circle and Reserved Seats, 20s. Gallery, 12s. Upper Boxes, 10s. Lower Boxes, 8s. Boxes are available.

TICKETS AT PALING'S, where 7.50. Carriages at 10.00.

EXECUTIVE—President, Mr. J. M. Gordon; Vice-President, Mr. W. G. D. Docker; Hon. Presidents, Messrs. J. M. Brady and John Williamson; Hon. Secretaries, Mrs. D. J. Monk, Mrs. C. A. Edwards; Colman, F. Hyman.

PETERHAM TOWN HALL

TO-NIGHT AND EVERY THURSDAY NIGHT.

CLAY VAUDEVILLE COMPANY.

NEW ARTISTS AND NEW MOVING PICTURES.

6d ADMISSION; FRONT SEATS 6d EXTRA.

MARIONETTE HALL, SYDNEY, EVERY SATURDAY NIGHT.

ST. GEORGE'S HALL, NEWTON, TO LET EVERY MONDAY NIGHT.

APPLY NORRIS AND CO., Auctioneers, Newton.

C. L. C. L.

LECTURES, ETC. AND ALL DAY.

STORM, FIRNO, AND CANNON BOOMING.

NEW ILLUMINATIONS, FESTIVALS, FULL BRIGHT NIGHT.

ADMISSION TO ALL, 6s. Children, 6d.

HIGHLAND SOCIETY OF N.S.W.

HIGHLAND GATHERING, ROYAL AGRICULTURAL GROUNDS, NEW YEAR'S DAY.

ENTRIES FOR ALL COMPETITIONS ON SATURDAY NEXT, 8 A.M. at the Society's Rooms, Ultimo.

Entries for Events under the Management of A.A.A. CLOUGH with the Hon. Mr. D. J. Jones, at the Sports Club on SATURDAY NEXT.

THE MOST VARIED PROGRAMME OF THE YEAR.

J. CURRIE ELLIS, Hon. Sec.

SYDNEY MUNICIPAL COUNCIL.

MUSIC IN PARKS.

NOTES in heavily given that the NAVY BRIGADE will perform their programme in Milson's Point THIS EVENING, this evening, to commence at 8 o'clock.

THOMAS NEBBITT, Town Clerk.

Town Hall, 14th December, 1905.

AUSTRALIAN ELOCUTIONARY ASSOCIATION

MR. LAWRENCE CAMPBELL, at the Y.M.C.A.

TO-MORROW, at 7.45.

Splendid Elocutionary and Musical Programme.

Tickets, 1s. Reserved at Paling's, 1s. extra.

HAROLD ALLEN, Hon. Sec. Y.M.C.A.

J. V. VIRGO, Gen. Sec. Y.M.C.A.

ON DOWNTOWN, YERRELL, Elizabeth or Lower Liverpool-street—FRIDAY, 13th Dec.

Singers and Madams ADDISON'S ANNUAL PUPILS' CONCERT (Vocal and Instrumental).

EDGWARE HIGH SCHOOL AND KINDERGARTEN, MORMAN—CHRISTMAS BREAKING-UP ENTERTAINMENT, 8 p.m., Music, Recitations, Drama, Physical and Mental Drill. Admission, 1s. Children 6d. My Ticket, obtained at the school. Proceeds to be given to the Free Kindergarten.

JAMES HAL, PHILLIP-STREET.

TO-NIGHT.

CONCERT, CECILIA CHOIR.

“THE FLESH AND BONE” (Chorister).

Soldiers, Mrs. Fitzgerald, Miss Kathleen Moran.

Mr. Kilburn, Mr. J. M. Harvey, and Mr. J. E. Williams.

Admission, 1s. Children, 6d.

NOTICE OF PUBLIC MEETING.

YOUNG MEN'S SOCIETY AT Y.M.C.A.

NOTICE OF PUBLIC MEETING.

LAW REPORT.

WEDNESDAY, DECEMBER 13.

HIGH COURT OF AUSTRALIA.
(Before the Chief Justice, Sir Samuel Griffith, Mr. Justice Barton, and Mr. Justice O'Connor.)

RATING OF THE SHOW GROUND.

COUNCIL'S APPEAL UPHELD.
Sydney Municipal Council v Royal Agricultural Society.

In delivering the judgment in this case, the Chief Justice said this was an appeal from a decision of the Supreme Court of New South Wales, in confirming a decision of the Metropolitan Court, that upon an appeal to the County Court, that from the assessment of the Royal Agricultural Society, under the Sydney Corporation Act, 1902, in respect of metropolitan land.

The District Court (Judge Rogers) held that the society was not rateable, and that in that opinion the Full Court (the Chief Justice, Justices Coates and Price) concurred. The question depends upon the interpretation of section 119 of the Sydney Corporation Act, No. 26, 1902, as applied to the facts of a particular case. That section was a re-enactment of section 119 of the Act of 1892, taken from section 42 Vic. No. 11, which provided that no land vested in trustees for the purpose of public recreation, health, or enjoyment, and any land not any other building or structure, or any charitable institution, or a place of public worship, or building constructed under the Public Instruction Act, was liable to be assessed or rated under that Act. The first question was, whether the society's expression "for the purpose of public recreation, health, or enjoyment" was a very analogous matter, to be considered by judicial officers in the same way as the Mayor of Essendon v. Blackwood, on appeal from the Supreme Court of Victoria. The question was whether the Flemington Racecourse was used for public purposes, and in the estimation of the rating. The land was held by the Victoria Racing Club, and the trustees of the Club were incorporated by a private Act. It was held that the Flemington Racecourse was not exempt from taxation, that although it was not used for public purposes, it was used for public purposes only since the members of the club had a beneficial enjoyment of the land by virtue of the general public. The same consideration, in his opinion, was applied to the public recreation, health, or enjoyment of the land by the trustees of the society, that the trustees might for their own individual benefit, or a limited class of the public, derive some beneficial enjoyment, but that the society was not a trustee for the public land, and exempt from rating under section 119.

Whether the privileges of the members of the society were small or great, it was clear that there was a beneficial enjoyment of the property as distinguished from the general public. He thought it was clearly shown that the members of the society had a beneficial enjoyment of the land by virtue of the general public. It was suggested that they were not trustees of the land for the purposes of public health, recreation, or enjoyment in the meaning of the words of the Sydney Corporation Act. The Judge believed that he understood that that point that they were trustees for that purpose was clearly established. The Judge also said that if that was so, the exemption was not taken away merely by reason of the land. In that view, he (the Chief Justice) endorsed the conclusion of the court below, that the Judge was under a misapprehension in saying that that point was conceded, because it was the only point in the case.

The appeal was allowed, the judgment of the Supreme Court, and District Court reversed with costs, and the case was remitted to the District Court.

Mr. Justice Barton and Mr. Justice O'Connor concurred.

TAX DUTY MATTER.

Royal Showcourse Company, Limited, v. Commissioner of Stamp Duties.

This was an appeal against the decision of the Full Court, which had held on a special case submitted by the Stamp Commissioner, that the assessment made by the Stamp Commissioner was right in law. Argument, which was commenced on Tuesday, was continued, and had not concluded when the Court rose.

SUPREME COURT OF NEW SOUTH WALES.

BANCO COURT.
(Before the Chief Justice, Sir Frederick Darley, and a jury of four.)

ALLEGED BREACH OF AGREEMENT.

Dawes v. Freedman.

Mr. L. Armstrong and Mr. Perry, instructed by Messrs. Lewis, Levy, and Fulton, appeared for the plaintiff; Eugene V. Cole, and Mr. A. Thomas, instructed by Mr. W. Percy McPherson, for the defendant. This was an action for damages, and the defendant was right in law. Argument, which was commenced on Tuesday, was continued, and had not concluded when the Court rose.

CROOKWELL CASE.

Application for an injunction.

Mr. Carlos, instructed by Mr. T. Connelan (by his agents, Messrs. McDonald and Moffatt), appeared for plaintiff; Eugene V. Cole, and Mr. A. Thomas, instructed by Mr. W. Percy McPherson, for the defendant. This was an action for damages, and the defendant was right in law. Argument, which was commenced on Tuesday, was continued, and had not concluded when the Court rose.

THE ROCKS RESTRICTIONS.

HOLY TRINITY RECTORY.

Trustees of Holy Trinity v. Minister for

Mr. Street, instructed by Messrs. Norton, Smith and Company, appeared for petitioners; and Mr. Bethune, instructed by the Crown Solicitor, for the Minister for Works.

This was an application to set aside an order of the court below, made by the Government, and was paid into court.

The defendant denied the agreement or any breach of contract, and paid £5 into court to cover a claim by plaintiff in respect of two iron tanks.

The jury returned a verdict for the full amount claimed.

ACTION FOR ALLEGED NEGLIGENCE.

Knox v. Municipal Council of Sydney.

Mr. G. W. Abigail, and Mr. Edwards, instructed by Mr. J. W. Abigail, appeared for the plaintiff; and Mr. C. G. Wade (Attorney-General) and Mr. Edmunds, instructed by Mr. W. D. Lockett, appeared for the defendant. This was an action brought by Kathleen Dwyer against Walter D. Benjamin to recover compensation for assault alleged to have been committed by the defendant to his wife. The plaintiff had obtained a decree of £1000 from the court, and the defendant had paid £100 into court.

The defendant denied the agreement or any breach of contract, and paid £5 into court to cover a claim by plaintiff in respect of two iron tanks.

The jury returned a verdict for the full amount claimed.

ACTION FOR ALLEGED NEGLIGENCE.

Knox v. Municipal Council of Sydney.

Mr. G. W. Abigail, and Mr. Edwards, instructed by Mr. W. M. Daley, appeared for the plaintiff; and Mr. Gordon, K. J., and Mr. Edmunds, instructed by Messrs. Lockett and Fenton, appeared for the defendant. This was an action brought by Kathleen Dwyer against Walter D. Benjamin to recover compensation for assault alleged to have been committed by the defendant to his wife. The plaintiff had obtained a decree of £1000 from the court, and the defendant had paid £100 into court.

The defendant denied the agreement or any breach of contract, and paid £5 into court to cover a claim by plaintiff in respect of two iron tanks.

The jury returned a verdict for the full amount claimed.

ACTION FOR ALLEGED ASSAULT.

Dawes v. Freedman.

Mr. C. G. W. Abigail (Attorney-General) and Mr. Mason, instructed by Mr. W. M. Daley, appeared for the plaintiff; and Mr. Gordon, K. J., and Mr. Edmunds, instructed by Messrs. Lockett and Fenton, appeared for the defendant. This was an action brought by Kathleen Dwyer against Walter D. Benjamin to recover compensation for assault alleged to have been committed by the defendant to his wife. The plaintiff had obtained a decree of £1000 from the court, and the defendant had paid £100 into court.

The defendant denied the agreement or any breach of contract, and paid £5 into court to cover a claim by plaintiff in respect of two iron tanks.

The jury returned a verdict for the full amount claimed.

ARBITRATION COURT.

(Before Judge Heydon, President, and Messrs. P. Wright and E. Riley.)

BAGGAGE AND HARNESS MAKERS.

The decision of the Court was given in the case of the Saddle and Harness Makers' Union v. Cooper and Son, and the defendant was paid into court.

The plaintiff had agreed to pay £1000, and the defendant had agreed to pay £1000.

The defendant had agreed to pay £

THE REVOLUTION.

WITTE'S BOLD MEASURES.

ABOUT LABOUR LEADERS.

THE GENERAL STRIKE POSTPONED.

COSSACKS JOIN MALCONTENT.

LONDON, Dec. 13.

The bold and repressive measures of Count Witte have compelled the chiefs of the labour unions in Russia to delay the proclamation of a general strike to a more convenient moment. Meanwhile they will prepare for an armed rising.

Twenty thousand messages await sending in the St. Petersburg telegraph offices. Banks will employ messengers to travel to the frontier.

Officers and men of all arms in Moscow, including Cossacks, have decided to prepare a general list of the grievances of the garrison.

WHOLESALE ARRESTS OF STRIKERS.

LONDON, Dec. 12.

There have been wholesale arrests at Moscow of members of the committee of the Postal and Telegraphic Employees' Union, members of which are on strike.

A number of peasants in Livonia attacked a detachment of troops and seized their arms. They next attacked the protectors of the adjacent estates, and then capturing a train escaped with their booty.

All domestic servants and the coachmen and cabmen of Warsaw have struck.

REBEL TROOPS.

PLOT TO SEIZE A FORTRESS.

THE COSSACKS MURMUR.

Two sooths of Cossacks at Moscow have demanded permission to return to their homes.

Troops at Warsaw have again refused to sign upon a revolutionary proclamation.

Two hundred soldiers at Kuska, Transcaspi, attended a meeting of the railway men on strike. It was decided to remove the military authorities from the fortresses, and replace them with revolutionaries. Three of the ringleaders were arrested.

THE HARBIN ORGY.

MACHINE GUNS SWEEP DOWN CAVALRY.

Refugees report that upon General Madariello arriving with cavalry at Harbin, Manchuria, he sent men to burn several barracks and expel the mutineers.

The latter mingled with the terror-stricken inhabitants, and the cavalry slaughtered 300 persons, mostly mutineers.

The mutineers were reinforced, and used machine guns, killing many of the cavalry.

The troubles were continuing when the refugees left.

GERMAN DEFENCE LEAGUE.

A REGIMENT ENROLLED.

German residents of Riga, where mutinies are reported, have organised a regiment for mutual protection. They have imported 1200 muskets, and have commenced all houses in the German suburb with electric alarms. The residents have pierced the walls of their houses, enabling the inmates to move from house to house without using the streets.

THE SUEZ CANAL.

REDUCTION OF RATES.

LONDON, Dec. 13.

The Suez Canal at the beginning of the year will reduce rates on vessels passing through the canal by 75 centimes (6.325d.) per ton. This reduction will mean a saving to the Peninsular and Oriental S. N. Company of £30,000 a year.

A long article in the "Shipping Gazette and Lloyd's List" explains how this reduction has been brought about. Under an agreement made at London with British shipowners in 1883 the Suez Canal Company proposed to reduce rates by 25 per cent., until, when the dividend amounted to 25 per cent. on the capital, it could go no higher until the dues were reduced to 5 francs per ton. But last year the British shipowners, who previously it had been decided that such an enormous condition could not be fulfilled, and the president proposed that each reduction in the dues should be preceded by an increase in dividends. Accordingly, at a meeting of shareholders on June 7 last year, the president announced that the dividend would be increased from 12d. to 13d. net, upon which the dues were reduced to 26 per cent., and that in the early future the revenue would admit of a further reduction from 13d. to 12d. in the tariff. The effect of this was to bring the Suez Canal shareholders to a crisis. The Chinese have resolved to present day numbers of dollar notes to the Hongkong and Shanghai Bank. The Chinese hope to cause a run on the bank with the object of compelling the dismissal of omnious British assessors in the Mixed Court.

Native bankers refuse to assist the other Chinese, and advise that only peaceful measures should be resorted to.

TARIFF ARRANGEMENTS.

BRITAIN AND GERMANY.

LONDON, Dec. 13.

The "Reichsblatt" of Berlin, in commenting upon the proposed renewal for two years of the provisional commercial arrangement between Great Britain and Germany, advocates that Germany should give Great Britain exceptionally favourable treatment in order to give tariff reformers in Great Britain no encouragement at the approaching general election.

SILVER.

LONDON, Dec. 12.

Bar silver is quoted to-day at 2d. 6d. per ounce standard, a fall of 3-1d. since yesterday.

TO-DAY.

Memorial service for the late Lady Rawson: St. Andrew's Cathedral, 1.30 p.m.

Service: Centenary Hall, 1.15 p.m.

John Farrell Memorial Fund: Subscribers' Meeting, School of Arts, 8 p.m.

Women's Central P.L.L.C. Organising Committee: Mrs. Mary's Theatre, "Local Kitchen," 7.30 p.m.

Criterion Theatre: "Pirate of Penzance," 8 p.m.

Palace Theatre: "Op! Me! Thumh" and "Casse-8 p.m.

Opéra Royal: "Through the Divorce Court," 8 p.m.

Teatrical Theatre: "Vaudville," 8 p.m.

Queen's Hall: "Vaudville," 8 p.m.

Ecological Gardens, Moore Park: 30 a.m. to 5 p.m.

Photograph, 10 a.m. to 12 p.m.

H. C. G. Vaudville Company: Peterborough Town Hall, 8 p.m.

Modern Dramatic Company: Hay-street, 8 p.m.

Madly Water Club: 10 to 10 p.m.

St. Cecilia Choir Concert: St. James's Hall, 8 p.m.

Social: Y.M.C.A. Hall, 7.30 p.m.

Exhibition of Dancing: Mrs. M. L. Williams's Picturesque Studio, Pitt Street, 8 p.m.

St. James's Harbour Escamone: Seamer from Fort Macquarie, 8 p.m.

Boxing Contest: National Sporting Club, 8 p.m.

THE BRITISH MINISTRY.

MINOR APPOINTMENTS.

UNDER-SECRETARY FOR THE COLONIES.

MR. WINSTON CHURCHILL.

LONDON, Dec. 13.

Remaining appointments to the Ministry are announced as follows:—

Mr. Reginald Mc'Kenna, Financial Secretary to the Treasury.

Mr. Thomas Shaw, K.C., Lord Advocate for Scotland.

Mr. J. Lawson Walton, K.C., Attorney General.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

Mr. R. Causton, Paymaster-General.

UNDER-SECRETARIES.

Mr. Herbert Samuel, Home Affairs.

Mr. Winston Churchill, Colonies.

Mr. John E. Ellis, India.

The Earl of Portsmouth, War.

Of these minor offices of the Ministry, those which interest us most are the Under-Secretary for Colonies, the Colonial Office, and the Admiralty. Mr. Winston Churchill, the occupant of the former, is a son of a Tory of Tories, Lord Randolph Churchill, and entered Parliament as a Tory in 1895.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

Mr. R. Causton, Paymaster-General.

UNDER-SECRETARIES.

Mr. Herbert Samuel, Home Affairs.

Mr. Winston Churchill, Colonies.

Mr. John E. Ellis, India.

The Earl of Portsmouth, War.

Of these minor offices of the Ministry, those which interest us most are the Under-Secretary for Colonies, the Colonial Office, and the Admiralty. Mr. Winston Churchill, the occupant of the former, is a son of a Tory of Tories, Lord Randolph Churchill, and entered Parliament as a Tory in 1895.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

Mr. R. Causton, Paymaster-General.

UNDER-SECRETARIES.

Mr. Herbert Samuel, Home Affairs.

Mr. Winston Churchill, Colonies.

Mr. John E. Ellis, India.

The Earl of Portsmouth, War.

Of these minor offices of the Ministry, those which interest us most are the Under-Secretary for Colonies, the Colonial Office, and the Admiralty. Mr. Winston Churchill, the occupant of the former, is a son of a Tory of Tories, Lord Randolph Churchill, and entered Parliament as a Tory in 1895.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

Mr. R. Causton, Paymaster-General.

UNDER-SECRETARIES.

Mr. Herbert Samuel, Home Affairs.

Mr. Winston Churchill, Colonies.

Mr. John E. Ellis, India.

The Earl of Portsmouth, War.

Of these minor offices of the Ministry, those which interest us most are the Under-Secretary for Colonies, the Colonial Office, and the Admiralty. Mr. Winston Churchill, the occupant of the former, is a son of a Tory of Tories, Lord Randolph Churchill, and entered Parliament as a Tory in 1895.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

Mr. R. Causton, Paymaster-General.

UNDER-SECRETARIES.

Mr. Herbert Samuel, Home Affairs.

Mr. Winston Churchill, Colonies.

Mr. John E. Ellis, India.

The Earl of Portsmouth, War.

Of these minor offices of the Ministry, those which interest us most are the Under-Secretary for Colonies, the Colonial Office, and the Admiralty. Mr. Winston Churchill, the occupant of the former, is a son of a Tory of Tories, Lord Randolph Churchill, and entered Parliament as a Tory in 1895.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

Mr. R. Causton, Paymaster-General.

UNDER-SECRETARIES.

Mr. Herbert Samuel, Home Affairs.

Mr. Winston Churchill, Colonies.

Mr. John E. Ellis, India.

The Earl of Portsmouth, War.

Of these minor offices of the Ministry, those which interest us most are the Under-Secretary for Colonies, the Colonial Office, and the Admiralty. Mr. Winston Churchill, the occupant of the former, is a son of a Tory of Tories, Lord Randolph Churchill, and entered Parliament as a Tory in 1895.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

Mr. R. Causton, Paymaster-General.

UNDER-SECRETARIES.

Mr. Herbert Samuel, Home Affairs.

Mr. Winston Churchill, Colonies.

Mr. John E. Ellis, India.

The Earl of Portsmouth, War.

Of these minor offices of the Ministry, those which interest us most are the Under-Secretary for Colonies, the Colonial Office, and the Admiralty. Mr. Winston Churchill, the occupant of the former, is a son of a Tory of Tories, Lord Randolph Churchill, and entered Parliament as a Tory in 1895.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

Mr. R. Causton, Paymaster-General.

UNDER-SECRETARIES.

Mr. Herbert Samuel, Home Affairs.

Mr. Winston Churchill, Colonies.

Mr. John E. Ellis, India.

The Earl of Portsmouth, War.

Of these minor offices of the Ministry, those which interest us most are the Under-Secretary for Colonies, the Colonial Office, and the Admiralty. Mr. Winston Churchill, the occupant of the former, is a son of a Tory of Tories, Lord Randolph Churchill, and entered Parliament as a Tory in 1895.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

Mr. R. Causton, Paymaster-General.

UNDER-SECRETARIES.

Mr. Herbert Samuel, Home Affairs.

Mr. Winston Churchill, Colonies.

Mr. John E. Ellis, India.

The Earl of Portsmouth, War.

Of these minor offices of the Ministry, those which interest us most are the Under-Secretary for Colonies, the Colonial Office, and the Admiralty. Mr. Winston Churchill, the occupant of the former, is a son of a Tory of Tories, Lord Randolph Churchill, and entered Parliament as a Tory in 1895.

Mr. W. S. Robson, K.C., Solicitor-General.

Mr. Edmund Robertson, K.C., Attorney to the Admiralty.

SPORTING. THE TURF.

There was no fast work induced in at Randwick yesterday morning, but Mairings, ridden by T. Grimes, led Metal Laces (Crimson) round the track over the straight and saw jumping beautifully. The two-year-olds Footpad and Orel were given several lessons in starting at the barrier in company with Scott, and the smart sort of gelding, Orel (from Kurokis) did well. All, except Footpad, who exhibited much frankness.

Wootton is getting together a numerically strong team for the year. Recently he purchased half a dozen untrained geldings, by Caulfield and Metal, from Mr. R. Smith of Tucks Tucks, and among this is a two-year-old colt by Metal from Fast Tax, a sister to Mairings. Wootton's addition to these is one of Wootton's own breeding, a rare-shaped black colt by Caulfield from March Fly, by the Melbourne Cup winner. Wootton's team should be a treat for his handsome sire.

The following have been added to the A.J.C. list of registered fixtures.—Upper Manning, 1000 yards, 1000 guineas; 2000 Curwells J.C. and Lyndhurst, 1 J.C., January 1; Bowral, 1000 and Glen Innes J.C., January 22.

The second meeting of the Victorian Pony and Galloway Club, to be held under the chairmanship of Mr. J. A. H. H. Smith, Monday, and entries will be received up to 3 p.m. to-day. The events are: Thirteen-two, Fourteen-two, Thirteen-threes to Thirteen-one, Thirteen, Handicap, and Galloway Handicap.

The last-named, set for 1000 yards, and can be entered for on payment of one guinea, the nomination fee being half a guinea.

Metropolitan Camphor Oil Co. sold at auction at Melbourne yesterday the imported Steinway grand piano, formerly owned by Steinway from Maggie Macgregor, to Mr. A. Tye, for 875 guineas.

MINTONE RACES.

MELBOURNE, Wednesday.

Fine weather prevailed at the Mintone races, but the meeting was not a success, the principal event, the Mintone Handicap, was won by the favorite, Grafendorf, ridden by F. Bullock.

Maiden Plate, set 1000, Mr. C. Peter, 1st; Mr. Peter, 2nd; Mr. J. W. Bennett, 3rd; Mr. Bennett, 4th.

Other starters: Durrow, Muscle, Bell, Claro, Rob, Rob Assistance, Golden Cup, Bell.

Betting: 10 to 4 on Muscle; 10 to 1 on Rob; 10 to 4 on Muscle; 10 to 1 on Rob Assistance; 10 to 1 on Rob.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Hurdle Race, 2m. and 5yds.—Mr. Glancey's Major McNaught, by Tradition—Sandover, 1m. (J. Chervally).

Other starters: Durrow, Muscle, Bell, Claro, Rob, Rob Assistance, Golden Cup, Bell.

Betting: 10 to 4 on Muscle; 10 to 1 on Rob; 10 to 4 on Muscle; 10 to 1 on Rob.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

Time, 1m. 20s.

Wardrobe was fourth, and Finsdale last.

NEWCASTLE.

COAL EXPORT TRADE.

NEWCASTLE, Wednesday.

The following were to-day's arrivals:

1. The Ocean Island, via Sydney, with 100 tons bunker coal; Kakapo, for Devonport, via Burnie and Strahan, with 456 tons coal; Durak, a. for Port Pirie, with 150 tons coal; Mermaid, a. for Hobart, via Sydney, with 150 tons coal; Starling, No. 2, for Guaymas, with 1500 tons Peewee Main coal; Regatta, a. for Port Pirie, with 600 tons coal; Australia, a. for Port Pirie, with 4780 tons coal; Coolgardie, a. for Melbourne, with 2400 tons coal; Queen of Cambria, a. for Callao, with 1520 tons Brown's coal; and for Port Pirie, with Wallaro, with 2600 tons coal.

PROPOSED DUPLICATION OF THE WATER MAIN.

At a meeting of the Hunter District Water Board, a communication was read from the Under-Secretary for Public Works, in which the matter of the proposed duplication of the water main between Wallsend and Burnside was dealt with.

The Minister informed that the Minister considered the session too far advanced to take action, but the matter would be referred to the Public Works Department, and a message was despatched in acknowledging receipt of the communication, to again point out the urgency of the work, and to express the hope that the first instalment of the duplication will be ready for use next summer.

KINDERGARTEN EVENING.

The Newcastle Kindergarten Society held an "at home" at the King's Hall this evening. There was a large attendance of ladies and gentlemen, and an attractive programme was arranged. The special attention of the audience was given to the reading of a paper on the establishment of a kindergarten in the State, and to the action of the State Government in this direction.

TOURIST ASSOCIATION.

A meeting of persons interested in the establishment of a tourist association for the State was held in the vestibule of the Town Hall yesterday. Mr. W. H. Lang (Chairman of the Proprietors Taylor) presided. The draft constitution was adopted, and members were enrolled. The constitution set forth amongst other matters the objects of the association, the formation of a committee of reliable information concerning Sydney and the State, and to act in conjunction with similar organizations to make the attractions of the State known, to promote the welfare of health, pleasure, and sport; to make visitors to the State welcome; to file the leading newspapers, guide books, tourist maps, etc., in the State; to provide information likely to be of service to travellers; the establishment of a correspondence bureau; the establishment of branches in New South Wales, and the facilitation of access thereto, and the discovery and development of new ones; and generally to promote and support projects designed to increase the number of tourists, and encourage conveniences for their conveyance and pleasure.

It was agreed that membership of the association should be open to all persons resident of Australia, and to firms and companies conducting business therein. The fee for membership was fixed at 10s per annum.

Mr. W. H. Lang will be honorary president, the first in December, 1905, and the subsequent annual meetings in September of each year.

The names of officers resulted as follows:

—President, the State Governor; president, the Lord Mayor; vice-presidents, the presidents of the Chambers of Commerce and Manufacturers; Mr. J. A. C. Taylor (Premier); hon. treasurers, F. W. Jackson and H. C. Brierley; secy. W. W. Clarke; council, Messrs. J. Wallaro, J. J. Virgo, W. Montfort Burnet, S. J. Carruthers, B. James, R. G. Smith, E. S. Marks, J. Pearson, and W. G. Tode.

SPEECH DAY.

BURWOOD LADIES' COLLEGE.

There was a large attendance at the annual speech-day, which was given in connection with the Burwood Ladies' College yesterday. Mr. Vickery presided. The report of the principal (Mr. E. J. Hodder) and Miss Vickery (Miss Hodder) was read. The report through a most successful year. The number of pupils had increased so as to render over-tax the accommodation. It was considered advisable to hold a special meeting to discuss the matter.

Among the clergy present was the Rev. Dr. Sellers (President of the Methodist Conference).

An attractive programme was presented by the pupils as follows:—Pianoforte solo, "Valve Caprice" (Huberman), Miss Channing; pianoforte solo, "Caprice Arabe" (Wollenberg); pianoforte solo, "Caprice Caprice" (The Clock); pupils' recitation, "The Gates"; arranged by A. Flaherty; 2 yrs. Van and Harness; Bay Golding; 3 yrs. and Harness; and Harness; 4 yrs. and Harness; 5 yrs. and Harness; 6 yrs. and Harness; 7 yrs. and Harness; 8 yrs. and Harness; 9 yrs. and Harness; 10 yrs. and Harness; 11 yrs. and Harness; 12 yrs. and Harness; 13 yrs. and Harness; 14 yrs. and Harness; 15 yrs. and Harness; 16 yrs. and Harness; 17 yrs. and Harness; 18 yrs. and Harness; 19 yrs. and Harness; 20 yrs. and Harness; 21 yrs. and Harness; 22 yrs. and Harness; 23 yrs. and Harness; 24 yrs. and Harness; 25 yrs. and Harness; 26 yrs. and Harness; 27 yrs. and Harness; 28 yrs. and Harness; 29 yrs. and Harness; 30 yrs. and Harness; 31 yrs. and Harness; 32 yrs. and Harness; 33 yrs. and Harness; 34 yrs. and Harness; 35 yrs. and Harness; 36 yrs. and Harness; 37 yrs. and Harness; 38 yrs. and Harness; 39 yrs. and Harness; 40 yrs. and Harness; 41 yrs. and Harness; 42 yrs. and Harness; 43 yrs. and Harness; 44 yrs. and Harness; 45 yrs. and Harness; 46 yrs. and Harness; 47 yrs. and Harness; 48 yrs. and Harness; 49 yrs. and Harness; 50 yrs. and Harness; 51 yrs. and Harness; 52 yrs. and Harness; 53 yrs. and Harness; 54 yrs. and Harness; 55 yrs. and Harness; 56 yrs. and Harness; 57 yrs. and Harness; 58 yrs. and Harness; 59 yrs. and Harness; 60 yrs. and Harness; 61 yrs. and Harness; 62 yrs. and Harness; 63 yrs. and Harness; 64 yrs. and Harness; 65 yrs. and Harness; 66 yrs. and Harness; 67 yrs. and Harness; 68 yrs. and Harness; 69 yrs. and Harness; 70 yrs. and Harness; 71 yrs. and Harness; 72 yrs. and Harness; 73 yrs. and Harness; 74 yrs. and Harness; 75 yrs. and Harness; 76 yrs. and Harness; 77 yrs. and Harness; 78 yrs. and Harness; 79 yrs. and Harness; 80 yrs. and Harness; 81 yrs. and Harness; 82 yrs. and Harness; 83 yrs. and Harness; 84 yrs. and Harness; 85 yrs. and Harness; 86 yrs. and Harness; 87 yrs. and Harness; 88 yrs. and Harness; 89 yrs. and Harness; 90 yrs. and Harness; 91 yrs. and Harness; 92 yrs. and Harness; 93 yrs. and Harness; 94 yrs. and Harness; 95 yrs. and Harness; 96 yrs. and Harness; 97 yrs. and Harness; 98 yrs. and Harness; 99 yrs. and Harness; 100 yrs. and Harness; 101 yrs. and Harness; 102 yrs. and Harness; 103 yrs. and Harness; 104 yrs. and Harness; 105 yrs. and Harness; 106 yrs. and Harness; 107 yrs. and Harness; 108 yrs. and Harness; 109 yrs. and Harness; 110 yrs. and Harness; 111 yrs. and Harness; 112 yrs. and Harness; 113 yrs. and Harness; 114 yrs. and Harness; 115 yrs. and Harness; 116 yrs. and Harness; 117 yrs. and Harness; 118 yrs. and Harness; 119 yrs. and Harness; 120 yrs. and Harness; 121 yrs. and Harness; 122 yrs. and Harness; 123 yrs. and Harness; 124 yrs. and Harness; 125 yrs. and Harness; 126 yrs. and Harness; 127 yrs. and Harness; 128 yrs. and Harness; 129 yrs. and Harness; 130 yrs. and Harness; 131 yrs. and Harness; 132 yrs. and Harness; 133 yrs. and Harness; 134 yrs. and Harness; 135 yrs. and Harness; 136 yrs. and Harness; 137 yrs. and Harness; 138 yrs. and Harness; 139 yrs. and Harness; 140 yrs. and Harness; 141 yrs. and Harness; 142 yrs. and Harness; 143 yrs. and Harness; 144 yrs. and Harness; 145 yrs. and Harness; 146 yrs. and Harness; 147 yrs. and Harness; 148 yrs. and Harness; 149 yrs. and Harness; 150 yrs. and Harness; 151 yrs. and Harness; 152 yrs. and Harness; 153 yrs. and Harness; 154 yrs. and Harness; 155 yrs. and Harness; 156 yrs. and Harness; 157 yrs. and Harness; 158 yrs. and Harness; 159 yrs. and Harness; 160 yrs. and Harness; 161 yrs. and Harness; 162 yrs. and Harness; 163 yrs. and Harness; 164 yrs. and Harness; 165 yrs. and Harness; 166 yrs. and Harness; 167 yrs. and Harness; 168 yrs. and Harness; 169 yrs. and Harness; 170 yrs. and Harness; 171 yrs. and Harness; 172 yrs. and Harness; 173 yrs. and Harness; 174 yrs. and Harness; 175 yrs. and Harness; 176 yrs. and Harness; 177 yrs. and Harness; 178 yrs. and Harness; 179 yrs. and Harness; 180 yrs. and Harness; 181 yrs. and Harness; 182 yrs. and Harness; 183 yrs. and Harness; 184 yrs. and Harness; 185 yrs. and Harness; 186 yrs. and Harness; 187 yrs. and Harness; 188 yrs. and Harness; 189 yrs. and Harness; 190 yrs. and Harness; 191 yrs. and Harness; 192 yrs. and Harness; 193 yrs. and Harness; 194 yrs. and Harness; 195 yrs. and Harness; 196 yrs. and Harness; 197 yrs. and Harness; 198 yrs. and Harness; 199 yrs. and Harness; 200 yrs. and Harness; 201 yrs. and Harness; 202 yrs. and Harness; 203 yrs. and Harness; 204 yrs. and Harness; 205 yrs. and Harness; 206 yrs. and Harness; 207 yrs. and Harness; 208 yrs. and Harness; 209 yrs. and Harness; 210 yrs. and Harness; 211 yrs. and Harness; 212 yrs. and Harness; 213 yrs. and Harness; 214 yrs. and Harness; 215 yrs. and Harness; 216 yrs. and Harness; 217 yrs. and Harness; 218 yrs. and Harness; 219 yrs. and Harness; 220 yrs. and Harness; 221 yrs. and Harness; 222 yrs. and Harness; 223 yrs. and Harness; 224 yrs. and Harness; 225 yrs. and Harness; 226 yrs. and Harness; 227 yrs. and Harness; 228 yrs. and Harness; 229 yrs. and Harness; 230 yrs. and Harness; 231 yrs. and Harness; 232 yrs. and Harness; 233 yrs. and Harness; 234 yrs. and Harness; 235 yrs. and Harness; 236 yrs. and Harness; 237 yrs. and Harness; 238 yrs. and Harness; 239 yrs. and Harness; 240 yrs. and Harness; 241 yrs. and Harness; 242 yrs. and Harness; 243 yrs. and Harness; 244 yrs. and Harness; 245 yrs. and Harness; 246 yrs. and Harness; 247 yrs. and Harness; 248 yrs. and Harness; 249 yrs. and Harness; 250 yrs. and Harness; 251 yrs. and Harness; 252 yrs. and Harness; 253 yrs. and Harness; 254 yrs. and Harness; 255 yrs. and Harness; 256 yrs. and Harness; 257 yrs. and Harness; 258 yrs. and Harness; 259 yrs. and Harness; 260 yrs. and Harness; 261 yrs. and Harness; 262 yrs. and Harness; 263 yrs. and Harness; 264 yrs. and Harness; 265 yrs. and Harness; 266 yrs. and Harness; 267 yrs. and Harness; 268 yrs. and Harness; 269 yrs. and Harness; 270 yrs. and Harness; 271 yrs. and Harness; 272 yrs. and Harness; 273 yrs. and Harness; 274 yrs. and Harness; 275 yrs. and Harness; 276 yrs. and Harness; 277 yrs. and Harness; 278 yrs. and Harness; 279 yrs. and Harness; 280 yrs. and Harness; 281 yrs. and Harness; 282 yrs. and Harness; 283 yrs. and Harness; 284 yrs. and Harness; 285 yrs. and Harness; 286 yrs. and Harness; 287 yrs. and Harness; 288 yrs. and Harness; 289 yrs. and Harness; 290 yrs. and Harness; 291 yrs. and Harness; 292 yrs. and Harness; 293 yrs. and Harness; 294 yrs. and Harness; 295 yrs. and Harness; 296 yrs. and Harness; 297 yrs. and Harness; 298 yrs. and Harness; 299 yrs. and Harness; 300 yrs. and Harness; 301 yrs. and Harness; 302 yrs. and Harness; 303 yrs. and Harness; 304 yrs. and Harness; 305 yrs. and Harness; 306 yrs. and Harness; 307 yrs. and Harness; 308 yrs. and Harness; 309 yrs. and Harness; 310 yrs. and Harness; 311 yrs. and Harness; 312 yrs. and Harness; 313 yrs. and Harness; 314 yrs. and Harness; 315 yrs. and Harness; 316 yrs. and Harness; 317 yrs. and Harness; 318 yrs. and Harness; 319 yrs. and Harness; 320 yrs. and Harness; 321 yrs. and Harness; 322 yrs. and Harness; 323 yrs. and Harness; 324 yrs. and Harness; 325 yrs. and Harness; 326 yrs. and Harness; 327 yrs. and Harness; 328 yrs. and Harness; 329 yrs. and Harness; 330 yrs. and Harness; 331 yrs. and Harness; 332 yrs. and Harness; 333 yrs. and Harness; 334 yrs. and Harness; 335 yrs. and Harness; 336 yrs. and Harness; 337 yrs. and Harness; 338 yrs. and Harness; 339 yrs. and Harness; 340 yrs. and Harness; 341 yrs. and Harness; 342 yrs. and Harness; 343 yrs. and Harness; 344 yrs. and Harness; 345 yrs. and Harness; 346 yrs. and Harness; 347 yrs. and Harness; 348 yrs. and Harness; 349 yrs. and Harness; 350 yrs. and Harness; 351 yrs. and Harness; 352 yrs. and Harness; 353 yrs. and Harness; 354 yrs. and Harness; 355 yrs. and Harness; 356 yrs. and Harness; 357 yrs. and Harness; 358 yrs. and Harness; 359 yrs. and Harness; 360 yrs. and Harness; 361 yrs. and Harness; 362 yrs. and Harness; 363 yrs. and Harness; 364 yrs. and Harness; 365 yrs. and Harness; 366 yrs. and Harness; 367 yrs. and Harness; 368 yrs. and Harness; 369 yrs. and Harness; 370 yrs. and Harness; 371 yrs. and Harness; 372 yrs. and Harness; 373 yrs. and Harness; 374 yrs. and Harness; 375 yrs. and Harness; 376 yrs. and Harness; 377 yrs. and Harness; 378 yrs. and Harness; 379 yrs. and Harness; 380 yrs. and Harness; 381 yrs. and Harness; 382 yrs. and Harness; 383 yrs. and Harness; 384 yrs. and Harness; 385 yrs. and Harness; 386 yrs. and Harness; 387 yrs. and Harness; 388 yrs. and Harness; 389 yrs. and Harness; 390 yrs. and Harness; 391 yrs. and Harness; 392 yrs. and Harness; 393 yrs. and Harness; 394 yrs. and Harness; 395 yrs. and Harness; 396 yrs. and Harness; 397 yrs. and Harness; 398 yrs. and Harness; 399 yrs. and Harness; 400 yrs. and Harness; 401 yrs. and Harness; 402 yrs. and Harness; 403 yrs. and Harness; 404 yrs. and Harness; 405 yrs. and Harness; 406 yrs. and Harness; 407 yrs. and Harness; 408 yrs. and Harness; 409 yrs. and Harness; 410 yrs. and Harness; 411 yrs. and Harness; 412 yrs. and Harness; 413 yrs. and Harness; 414 yrs. and Harness; 415 yrs. and Harness; 416 yrs. and Harness; 417 yrs. and Harness; 418 yrs. and Harness; 419 yrs. and Harness; 420 yrs. and Harness; 421 yrs. and Harness; 422 yrs. and Harness; 423 yrs. and Harness; 424 yrs. and Harness; 425 yrs. and Harness; 426 yrs. and Harness; 427 yrs. and Harness; 428 yrs. and Harness; 429 yrs. and Harness; 430 yrs. and Harness; 431 yrs. and Harness; 432 yrs. and Harness; 433 yrs. and Harness; 434 yrs. and Harness; 435 yrs. and Harness; 436 yrs. and Harness; 437 yrs. and Harness; 438 yrs. and Harness; 439 yrs. and Harness; 440 yrs. and Harness; 441 yrs. and Harness; 442 yrs. and Harness; 443 yrs. and Harness; 444 yrs. and Harness; 445 yrs. and Harness; 446 yrs. and Harness; 447 yrs. and Harness; 448 yrs. and Harness; 449 yrs. and Harness; 450 yrs. and Harness; 451 yrs. and Harness; 452 yrs. and Harness; 453 yrs. and Harness; 454 yrs. and Harness; 455 yrs. and Harness; 456 yrs. and Harness; 457 yrs. and Harness; 458 yrs. and Harness; 459 yrs. and Harness; 460 yrs. and Harness; 461 yrs. and Harness; 462 yrs. and Harness; 463 yrs. and Harness; 464 yrs. and Harness; 465 yrs. and Harness; 466 yrs. and Harness; 467 yrs. and Harness; 468 yrs. and Harness; 469 yrs. and Harness; 470 yrs. and Harness; 471 yrs. and Harness; 472 yrs. and Harness; 473 yrs. and Harness; 474 yrs. and Harness; 475 yrs. and Harness; 476 yrs. and Harness; 477 yrs. and Harness; 478 yrs. and Harness; 479 yrs. and Harness; 480 yrs. and Harness; 481 yrs. and Harness; 482 yrs. and Harness; 483 yrs. and Harness; 484 yrs. and Harness; 485 yrs. and Harness; 486 yrs. and Harness; 487 yrs. and Harness; 488 yrs. and Harness; 489 yrs. and Harness; 490 yrs. and Harness; 491 yrs. and Harness; 492 yrs. and Harness; 493 yrs. and Harness; 494 yrs. and Harness; 495 yrs. and Harness; 496 yrs. and Harness; 497 yrs. and Harness; 498 yrs. and Harness; 499 yrs. and Harness; 500 yrs. and Harness; 501 yrs. and Harness; 502 yrs. and Harness; 503 yrs. and Harness; 504 yrs. and Harness; 505 yrs. and Harness; 506 yrs. and Harness; 507 yrs. and Harness; 508 yrs. and Harness; 509 yrs. and Harness; 510 yrs. and Harness; 511 yrs. and Harness; 512 yrs. and Harness; 513 yrs. and Harness; 514 yrs. and Harness; 515 yrs. and Harness; 516 yrs. and Harness; 517 yrs. and Harness; 518 yrs. and Harness; 519 yrs. and Harness; 520 yrs. and Harness; 521 yrs. and Harness; 522 yrs. and Harness; 523 yrs. and Harness; 524 yrs. and Harness; 525 yrs. and Harness; 526 yrs. and Harness; 527 yrs. and Harness; 528 yrs. and Harness; 529 yrs. and Harness; 530 yrs. and Harness; 531 yrs. and Harness; 532 yrs. and Harness; 533 yrs. and Harness; 534 yrs. and Harness; 535 yrs. and Harness; 536 yrs. and Harness; 537 yrs. and Harness; 538 yrs. and Harness; 539 yrs. and Harness; 540 yrs. and Harness; 541 yrs. and Harness; 542 yrs. and Harness; 543 yrs. and Harness; 544 yrs. and Harness; 545 yrs. and Harness; 546 yrs. and Harness; 547 yrs. and Harness; 548 yrs. and Harness; 549 yrs. and Harness; 550 yrs. and Harness; 551 yrs. and Harness; 552 yrs. and Harness; 553 yrs. and Harness; 554 yrs. and Harness; 555 yrs. and Harness; 556 yrs. and Harness; 557 yrs. and Harness; 558 yrs. and Harness; 559 yrs. and Harness; 560 yrs. and Harness; 561 yrs. and Harness; 562 yrs. and Harness; 563 yrs. and Harness; 564 yrs. and Harness; 565 yrs. and Harness; 566 yrs. and Harness; 567 yrs. and Harness; 568 yrs. and Harness; 569 yrs. and Harness; 570 yrs. and Harness; 571 yrs. and Harness; 572 yrs. and Harness; 573 yrs. and Harness; 574 yrs. and Harness; 575 yrs. and Harness; 576 yrs. and Harness; 577 yrs. and Harness; 578 yrs. and Harness; 579 yrs. and Harness; 580 yrs. and Harness; 581 yrs. and Harness; 582 yrs. and Harness; 583 yrs. and Harness; 584 yrs. and Harness; 585 yrs. and Harness; 586 yrs. and Harness; 587 yrs. and Harness; 588 yrs. and Harness; 589 yrs. and Harness; 590 yrs. and Harness; 591 yrs. and Harness; 592 yrs. and Harness; 593 yrs. and Harness; 594 yrs. and Harness; 595 yrs. and Harness; 596 yrs. and Harness; 597 yrs. and Harness; 598 yrs. and Harness; 599 yrs. and Harness; 600 yrs. and Harness; 601 yrs. and Harness; 602 yrs. and Harness; 603 yrs. and Harness; 604 yrs. and Harness; 605 yrs. and Harness; 606 yrs. and Harness; 607 yrs. and Harness; 608 yrs. and Harness; 609 yrs. and Harness; 610 yrs. and Harness; 611 yrs. and Harness; 612 yrs. and Harness; 613 yrs. and Harness; 614 yrs. and Harness; 615 yrs. and Harness; 616 yrs. and Harness; 617 yrs. and Harness; 618 yrs. and Harness; 619 yrs. and Harness; 620 yrs. and Harness; 621 yrs. and Harness; 622 yrs. and Harness; 623 yrs. and Harness; 624 yrs. and Harness; 625 yrs. and Harness; 626 yrs. and Harness; 627 yrs. and Harness; 628 yrs. and Harness; 629 yrs. and Harness; 630 yrs. and Harness; 631 yrs. and Harness; 632 yrs. and Harness; 633 yrs. and Harness; 634 yrs. and Harness; 635 yrs. and Harness; 636 yrs. and Harness; 637 yrs. and Harness; 638 yrs. and Harness; 639 yrs. and Harness; 640 yrs. and Harness; 641 yrs. and Harness; 642 yrs. and Harness; 643 yrs. and Harness; 644 yrs. and Harness; 645 yrs. and Harness; 646 yrs. and Harness; 647 yrs. and Harness; 648 yrs. and Harness; 649 yrs. and Harness; 650 yrs. and Harness; 651 yrs. and Harness; 652 yrs. and Harness; 653 yrs. and Harness; 654 yrs. and Harness; 655 yrs. and Harness; 656 yrs. and Harness; 657 yrs. and Harness; 658 yrs. and Harness; 659 yrs. and Harness; 660 yrs. and Harness; 661 yrs. and Harness; 662 yrs. and Harness; 663 yrs. and Harness; 664 yrs. and Harness; 665 yrs. and Harness; 666 yrs. and Harness; 667 yrs. and Harness; 668 yrs. and Harness; 669 yrs. and Harness; 670 yrs. and Harness; 671 yrs. and Harness; 672 yrs. and Harness; 673 yrs. and Harness; 674 yrs. and Harness; 675 yrs. and Harness; 676 yrs. and Harness; 677 yrs. and Harness; 678 yrs. and Harness; 679 yrs. and Harness; 680 yrs. and Harness; 681 yrs. and Harness;

